

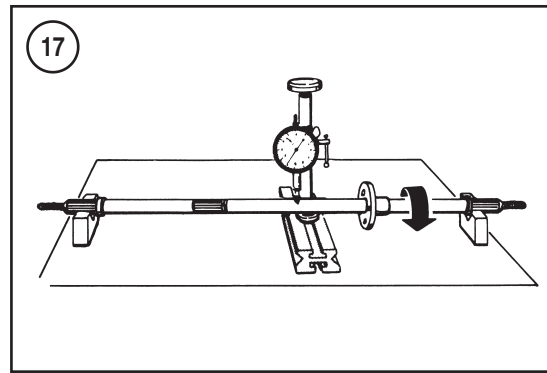
4. Inspect the spring for damage.
5. If the damper unit or spring is damaged, replace the entire shock absorber unit. Other than the lower end bushing and seals, individual components are not available.

REAR AXLE

Refer to **Figure 10**.

Removal

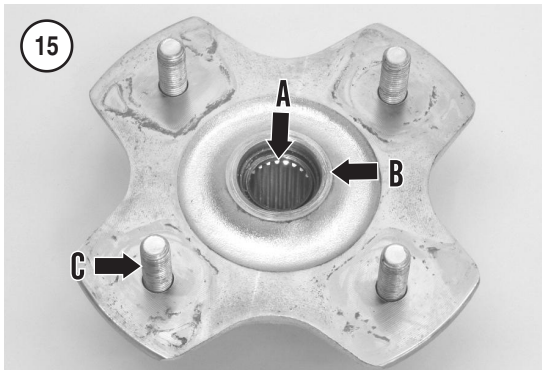
1. Remove both rear wheels as described in this chapter.
2. Remove the left rear axle nut cotter pin (A, **Figure 11**) and discard it.
3. Remove the left rear axle nut (B, **Figure 11**) and rear hub (C).
4. Remove the skid plate (A, **Figure 12**).
5. Remove the locknuts (B, **Figure 12**) and the left rear axle housing (C). Discard the locknuts.
6. Remove the tapered collar (**Figure 13**).
7. Remove the rear brake panel assembly (Chapter Thirteen).
8. Remove the axle (**Figure 14**) from the right side. If necessary, drive out the axle with a rubber hammer.



9. Inspect the rear hubs and axle as described in this chapter.

Wheel Hubs Inspection

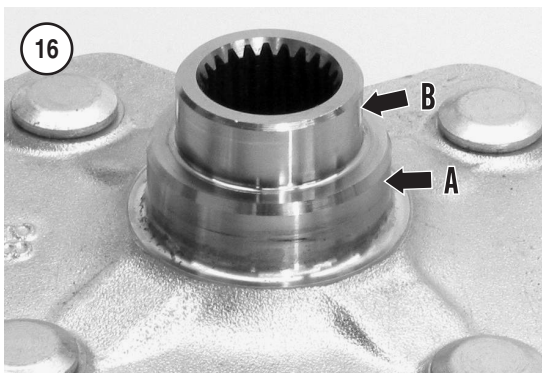
1. Inspect the hub inner splines (A, **Figure 15**) for wear or damage. Replace the hub if necessary.
2. Replace the dust seal (B, **Figure 15**) if it is worn or damaged.
3. Examine the studs (C, **Figure 15**) for damaged threads. Replace damaged studs with a press.
4. Inspect the seal contact surface (A, **Figure 16**) and bearing contact surface (B). Replace the hub if it is damaged.



Rear Axle Inspection

1. Clean and dry the rear axle.
2. Inspect the axle splines for twisting or other damage.
3. Check the axle cotter pin holes. Replace the axle if either hole is cracked or damaged and cannot hold the cotter pin.
4. Place the rear axle on a set of V-blocks and measure runout with a dial indicator (**Figure 17**). Replace the rear axle if the runout exceeds the service limit in **Table 1**.

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Left Final Drive Housing Axle Seal and Bearing Inspection and Replacement

1. Inspect the axle seal (A, **Figure 18**) for damage.
2. Check the bearing (B, **Figure 18**) by turning the inner race by hand. The bearing should turn without roughness, catching, binding or excessive noise. If the bearing is damaged, replace it as described in this procedure.

3. Support the final drive housing and pry the axle seal out with a seal removal tool.

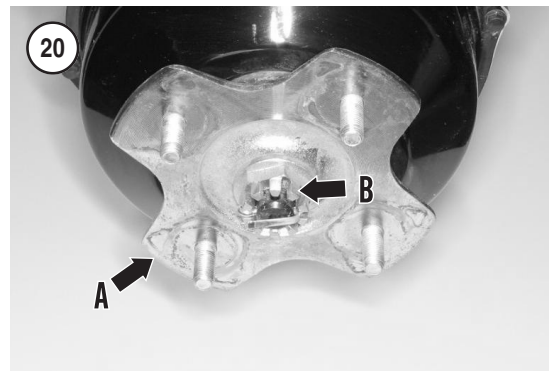
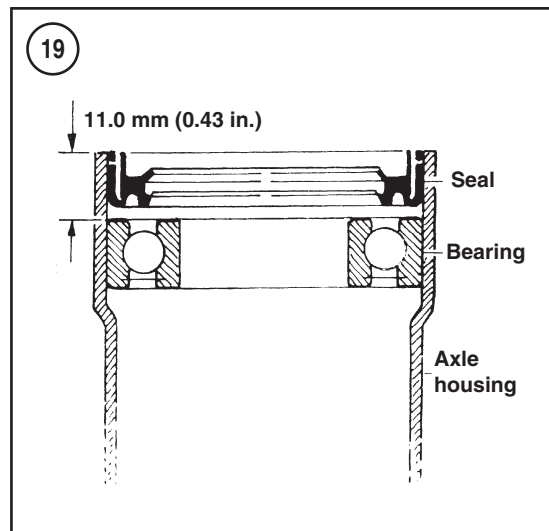
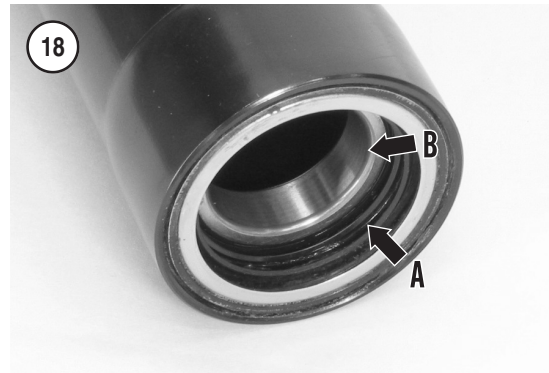
NOTE

*If only seal replacement is required,
go to Step 8.*

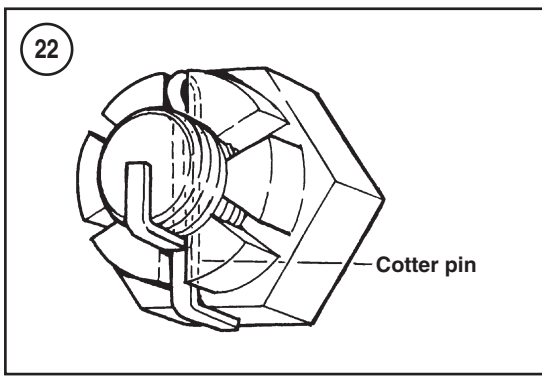
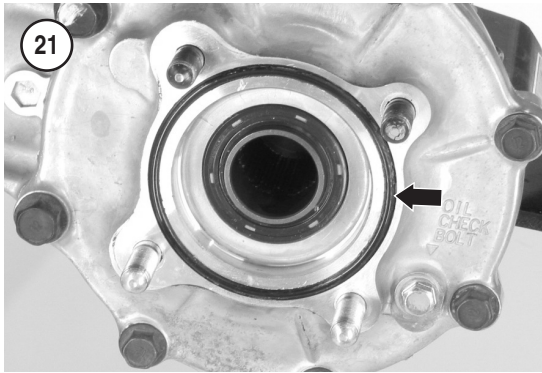
4. Remove the bearing by driving it out of the housing with a long drift or bearing driver.
5. Clean and dry the final drive housing.
6. Check the bearing bore for cracks or other damage.
7. Install the new bearing as follows:
 - a. Install the bearing with its closed side facing out.
 - b. Install the bearing with a bearing driver to the depth shown in **Figure 19**. Press on the bearing outer race only.
8. Install the new axle seal as follows:
 - a. Pack the oil seal lips with a waterproof grease.
 - b. Install the new oil seal into the housing in the direction shown in **Figure 19**. Install the new oil seal so it seats against the bearing.

Installation

1. Apply molybdenum disulfide grease to the center axle splines.
2. Install the rear axle (**Figure 14**) from the right side. At the same time, align the rear axle and final drive housing splines. Insert the axle until it is fully seated.
3. Install the rear brake panel, brake drum and brake drum cover (Chapter Thirteen).
4. Clean the rear hubs where they contact the brake drum (right side) or bearing (left axle housing).
5. Lubricate the axle shaft splines on the right end with molybdenum disulfide grease.
6. Install the right rear hub (A, **Figure 20**) and axle nut (B). Tighten the axle nut hand-tight at this time.
7. Install the tapered axle collar so the taper is inward as shown in **Figure 13**.
8. Replace the final drive case O-ring (**Figure 21**) if it is damaged. Lubricate the O-ring with grease.
9. Install the left rear axle housing (C, **Figure 12**) so the skid plate (A) mounting hole is down. Install new axle housing locknuts (B, **Figure 12**) and tighten them to 44 N•m (33 ft.-lb.).
10. Install the skid plate (A, **Figure 12**). Tighten the bolts to 32 N•m (24 ft.-lb.).



11. Lubricate the axle shaft splines on the left end with molybdenum disulfide grease. Also apply grease to the rear hub seal.
12. Install the left rear hub (C, **Figure 11**). Install the left rear axle nut (B) and tighten it hand-tight.
13. Tighten the left side axle nut (B, **Figure 11**) to 137 N•m (101 ft.-lb.).



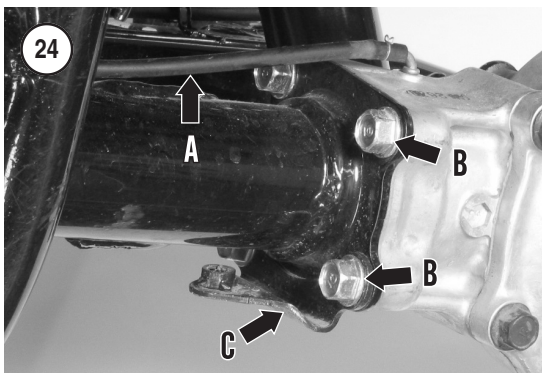
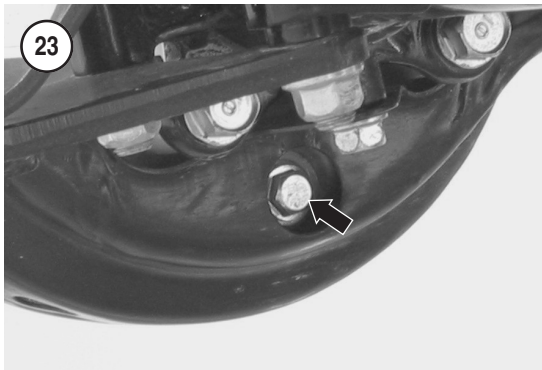
14. Tighten the right side axle nut (B, **Figure 20**) to 137 N•m (101 ft.-lb.).

WARNING

Always install a new cotter pin. If the cotter pin hole(s) in the axle does not align with the castellations on the nut, tighten the nut further until hole alignment is correct. Never loosen the axle nut to achieve hole alignment.

15. Secure each axle nut with a new cotter pin. Spread the cotter pin ends to lock it in place. See **Figure 22**.

16. Install both rear wheels as described in this chapter.



FINAL DRIVE UNIT

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Removal

1. Remove the drain bolt (**Figure 23**) and drain the final drive oil.
2. Remove the rear axle as described in this chapter.
3. Disconnect the vent hose (A, **Figure 24**) from the final drive housing tube.
4. Remove the right axle housing bolts (**Figure 25**).

NOTE

The lower final drive housing retaining bolts also secure the skid plate bracket.

5. Remove the final drive housing bolts (B, **Figure 24**) and skid plate bracket (C).
6. Remove the final drive unit.

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